STANDING COMMITTEE ON RAILWAYS (1993-94)

TENTH LOK SABHA

MINISTRY OF RAILWAYS

FOURTH REPORT

OPENING OF NEW LINES ON INDIAN RAILWAYS

Presented to Lok Sabha on 23.2.1994
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LOK SABHA SECRETARIAT
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(1993-94)

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**Vacancy caused consequent upon resignation of Shri Vishwasrao Ramrao Patil.

INTRODUCTION

I, the Chairman of the Standing Committee on Railways having been authorised by the Committee to submit the Report on their behalf, present their Fourth Report on the Ministry of Railways (Railway Board) relating to "Opening of New Lines on Indian Railways".

2. The Committee have concentrated mainly on the progress of work relating to the construction of new railway lines in different parts of the country after 1977-78. The Committee's examination has revealed that the approach adopted by the Ministry of Railways (Railway Board) in the recent past has been arbitrary in sofar as the implementation of various new-line projects is concerned. Not only the projects have been frozen arbitrarily after making huge capital investments or differed but also the funds initially earmarked for such projects are diverted for other purposes. Lack of clear policy and unsystematic planning in regard to the construction of new railway lines has caused steep cost-escalations and time over-runs in many of the projects.

3. The Committee have, therefore, recommended the Ministry of Railways to be more rational and scientific in their approach towards relation of new-line projects and their execution. In their opinion, projects should be sanctioned only after ascertaining their viability and the availability of funds and once a project is sanctioned, it should be completed within the scheduled period so as to avoid any cost and time over-runs. They also urged the Ministry of Railways (Railway Board) to conduct a review jointly with the Planning Commission in regard to the progress of all new-line projects with a view to putting them on a sound footing from both financial as well as operational angles.

4. The Committee took evidence of the representatives of the Ministry of Railways (Railway Board) on 23 December 1993, 13 January 1994 and 14 February 1994 in connection with the examination of the above subject.

5. The Committee wish to express their thanks to the officers of the Ministry of Railways (Railway Board) for furnishing the material and information which they desired in connection with the examination of the subject and sharing with the Committee their views concerning the matters which came up for discussion during evidence.

6. The Report was considered and adopted by the Standing Committee on Railways on 21.02.1994. For facility of reference, the observations/ recommendations of the Committee have been printed in thick type.

NEW DELHI;
21 February, 1994

29 Magha, 1915 (Saka)

SOMNATH CHATTERJEE
Chairman,
Standing Committee on Railways.

REPORT

OPENING OF NEW LINES ON INDIAN RAILWAYS

Introductory

1. The Railways play a vital role in the development of a country. So is the case with Indian Railways. The socio-economic development of the country is inextricably interwomen with the development and performance of Indian Railways. The vast network of Indian Railways has the capability of bringing the people living in the far flung areas closer to the cities and industrial establishments, thus bringing the entire population of the country in the main stream of national development. Railway lines are constructed to satisfy both economic and social objectives.

2. National Transport Policy Committee (NTPC) appointed by the Planning Commission reviewed the policy on construction of new railway lines at length. In their report presented in May 1980, the NTPC observed that "the policy to be adopted for construction of new railway lines... is an important question not only because expansion of rail network has to be given priority in the context of the role assigned to it in a suggested optimal intermodal mix, but also because of persistent demands for new railway lines made by State Government and public bodies for promoting development of backward areas and fuller exploitation of natural resources".

3. In the context of the policy for transport, the NTPC laid down the following criteria for the construction of new railway lines:

(a) as project-oriented lines to serve new industries or tap mineral and other resources;

(b) to serve as missing links which can form alternative routes to relieve congestion on existing busy rail routes;

(c) on strategic considerations; and

(d) as developmental lines to establish new growth centres or give access to remote areas.

4. The Railway Reforms Committee, 1982 also studied the subject in detail and recommended the following policy for the construction of new railway lines:—

(i) "Project-oriented lines should be accorded the highest priority, as they serve specific industrial projects. The investment-methodology for such lines should be changed; and the cost should be treated as an integral part of the specific project, even though the same will be borne by the railways.

Presently, all new lines are constructed by outlay provided by the Planning Commission under the plan head 'new lines'. While these lines are an integral part of specific projects, at the time when these projects were approved by the Public Investment Board, the expenditure for the new lines is not sanctioned at the time and is left to be settled later by the Planning Commission when railway outlays are sanctioned. The danger in such a course is that the individual entity of these lines and their importance gets lost in the totality of the package under 'new lines'. With the limitation of funds and diversion of these funds to lines on other constructions, there is a danger to such projects either not being completed in time, or being affected by cost overruns. The Committee, therefore, suggest that while sanctioning a project, the money for the new line must also be sanctioned.

(ii) The second priority should be given to missing-links, or which can form alternative routes to relieve congestion on the existing busy high density routes. Before taking the decision, the financial returns of both the alternatives, i.e., having a third line on the existing alignment or a new one, should be worked out and normally the cheaper alternative perferred.

(iii) Strategic lines will have their own specific priority and will be dependent on circumstances justifying the laying of such lines.

(iv) The unbridled proliferation of uneconomic branch lines in today's context needs to be controlled. In view of the acute constraint of resources for development on the Railways, even for high priority capacity generating investments, such discipline is particularly, essential during the Sixth and Seventh Five Year Plans."

5. The Ministry of Railways in their Corporate Plan 1985—2000 A.D. have stated that with increasing regional aspirations, over the years, there have been strong demands for opening of new railway lines in different parts of the country. This has resulted in too many newline projects being sanctioned but a meagre outlay being spread thinly over a large number of projects, which in turn has caused serious delays and cost overruns in implementation of these projects. For these reasons and due to projected resource constraints, the Indian Railways have followed the criteria suggested by the NTPC for the construction of new railway lines.

New Lines Opened State-wise since Independence

6. Since Independence a total of 258 new railway lines have been opened in different states totalling 10211 Kms. of length. State-wise details of new railway lines opened during the period 1950—93 are as under:

No. and Length of New Railway Lines opened During 1950—93 in different States

S. No.	Name of State	No. of New-Lines Opened	Total Length of New-Lines Opened (Kms.)
1.	Andhra Pradesh	13	523.00
2.	Assam	16	803.00
3.	Bihar	29	778.00
4.	Chandigarh	1	6.00
5.	Delhi	4	57.00
6.	Gujarat	18	902.00
7.	Haryana	4	124.00
8.	Himachal Pradesh	5	100.00
9.	Goa	1	23.00
10.	Jammu & Kashmir	3	94.00
11.	Karnataka	10	427.00
12.	Kerala	7	378.00
13.	Madhya Pradesh	28	1219.00
14.	Maharashtra	19	686.00
15.	Nagaland	1	3.00
16.	Orissa	19	739.00
17.	Punjab	10	151.00
18.	Rajasthan	17	795.00
19.	Tamil Nadu	15	675.00
20.	Tripura	3	40.00
21.	Uttar Pradesh	21	936.00
22.	West Bengal	24	754.00
	Grand Total:	258	10211.00

Types of New Railway Lines under the Current Policy

7. The Committee wanted to know the policy of Railways in regard to opening of new railway lines. In reply the Member (Engineering), Railway Board stated:

> "As far as the policy for taking up new lines is concerned, I have submitted the paper to the Committee which was given by the National Planning Committee in the year 1980..... First we give it to the project oriented lines to serve the new industries for tapping minerals and other resources. The second category in missing links for providing alternative routes to relieve congestion on existing saturated routes. Then there are the lines required for strategic reasons. The

fourth priority is for lines for giving access to remote areas or under-developed or backward areas. This is the order of four priorities."

Details of different types of railway lines (prioritywise) which are initiated/opened since 1977-78, as furnished by the Ministry of Railways (Railway Board), are as under:

Project-Oriented Lines

8. These lines are to serve industries or for tapping mineral and other resources. During the period of last 16 years, *i.e.* from 1977—93 as many as 9 project-oriented railway lines have been constructed to serve new industries/mines as listed below:

Name of Section	Length (in Kms.)	Opened on	Main Purpose
1. Jakhapara-Daitari	33	22.3.81	Iron Ore, Chrome Coal for thermal plant in the South.
2. Vani-Pimpalkutti	67	30.4.89	Movement of coal, gypsum, iron ore, cement etc.
3. Kota-Chittorgarh Nimuch	222	30.11.90	Cement and Zinc Industries in Rajasthan & M.P.
4. Koraput-Lakshmipur	61.55	31.3.93	Iron Ore and Aluminium
5. Pimpalkutti-Adilabad	20.94	30.12.91	Cement, Iron Ore.
6. Manekgarh-Chandur	28.65	24.3.85	Cement.
7. Rohtak-Bhiwani	49.30	3.6.80	To serve the industrial township of Bhiwani.
8. Talgaria-Tupkadih	32.70	12.2.87	Movement of Coal to Bokaro Steel Plant
9. Bhadrachalam-Manuguru	49	29.9.83	Coal.

9. The Project-oriented lines now in progress and in respect of which the work could not be completed by the target date are given below with the details of reasons for time overrun:

Name of Line	Year of Sanction	Original target	Date of Completion/ target	Reasons for time overrun
1	2	3	4	5
1. Talcher-Sambalpur (172 route Kms.)	1984-85	31.3.93	1995-96	Due to delay in forest clearance and handing over of forest land and agitation by villagers over land acqn. compensation.

1	2	3	4	5
2. Koraput-Rayagada (164 route Kms.)	1981-82	31.3.91	1994-95	Due to geological surprises in the tunnels and imposition of royalty by State Government with serious financial implications requiring addl. resource mobilisation and sanction etc.

10. The Ministry of Railways have further informed the Committee that besides the above two lines whose construction has been delayed, four more project-oriented lines, as listed below, are presently under construction:

Name of Line	Target date of completion	Progress of work
1. Laanjigarh-Junagarh	1996-97	work just taken up
2. Beas-Goindwal	1994-95	95% work in progress
3. Chitradurg-Rayadurg	1993-94	65% work in progress
4. Daitari-Bauspani	1996-97	work just started

Lines to Serve as Missing Links

11. As regards the new railway lines to serve as missing links, the Ministry have stated that there have been four such lines as were opened since 1977 as alternative routes to relieve congestion on busy routes details of which are as under:

Lines opened as alternative routes	Busy Lines on which Congestion was relieved by these lines	Actual rate of return
1. Ernakulam-Allippey-Kayankulam	Erunakulam-Kayankulam	lines recently opened, got yet available
2. Bibinagar-Nadikuddi	Kazipet-Vijayawada	16.69%
3. Shaharanpur-Shahdara	Shaharanpur-Delhi	(–) 1.87%
4. Talgaria-Tupkadih	Talgaria-Gomoh-Tupkadih	(–) 0.56%

It is clear from the above table that Saharanpur-Shahdara and Talgaria-Tupkadih lines are not financially viable and actual return on investments on these two lines has been negative, i.e. (–) 1.87% and (–) 0.56% respectively.

12. In addition, certain other lines as missing-links have been taken up for construction and the stages of their completion are as under:—

Name of Line	Progress of Work	Target Date
1. Guna-Etawah	Guna-Shivpuri and Panihar-Sanichara (157 Kms) has been completed so far.	31.3.97

Name of Line	Progress of Work	Target Date
2. Mathura-Alwar	95% progress	31.3.94
3. Rampur-Lalkuan	95% Progress	28.2.94
4. Chhitauni-Bagaha	50% in Progress	31.12.95
5. Jogighopa-Guwahati	in Progress	31.3.97
6. Panvel-Karjat	Land acquisition in progress.	31.3.97

Strategic Lines

13. The only one new railway line has been constructed since 1977-78 on strategic consideration. That line is Bhuj-Naliya Railway Line measuring 107 Kms. of length. It was opened on 31 March, 1988. Presently no other railway line is under construction on strategic consideration.

Developmental Lines

14. New railway lines opened to establish new growth centres or to give access to remote areas since 1977-78 are as under:

	Name of Line	Length (Kms)	Opened on
	1	2	3
1.	Gohana-Panipat	39.52	April, 1977
2.	Kalyani Town-Kalyani Township	5.15	7.4.79
3.	Sakleshwar-Subramanya Road (Hussan-Mangalore)	48.04	20.5.79
4.	Trivandrum-Kanyakumari & Nagercoil-Tirunelveli	157.00	29.1.81
5.	Vasai Road-Dewa	42.00	12.4.83
6.	Karaila Road—Jayant	33.09	1.1.84
7.	Parallel BG Line Bongaigaon-Guwahati	163.75	00.4.84
8.	Santragachi-Bargachia	24.00	23.9.84
9.	Apta-Roha	61.84	31.3.86
10.	Motumari-Jaggayyapet	32.50	00.4.88
11.	Nangal Dam-Una (Nangal Dam-Talwara)	16.41	27.10.89
12.	Dharamnagar-Kumarghat	33.00	4.1.90
13.	Silchar-Jiribam	49.00	15.1.90
14.	Balipara-Bhalukpong	35.00	5.1.90
15.	Lalabazar-Bhairabi	48.00	18.3.91
16.	Adilabad-Pimpalkutti	21.00	30.12.91
17.	Amguri-Tuli	15.00	24.3.92
18.	Satna-Bewa	50.00	18.2.93
19.	Telapur-Patancheru	9.00	31.3.92
20.	Jammu Tawi-Bajalta	11.00	March, 1992
21.	Trichur-Guruvayur	24.00	9.1.94
22.	Lakshmikantapur-Kulpi (Lakshmikantapur-Namkhana)	9.19	19.10.92

15. The Committee were informed by the Ministry of Railways that the main criteria being followed in the selection of developmental lines are — (i) the line should connect a remote area providing access to the people of that area to the rail network; (ii) the line should provide links to important cities/town which would facilitate movement of the people and goods as well as generate a traffic for the railways; (iii) the line should provide transportation infrastructure for the development of a backward region.

16. The developmental lines presently under construction are:—

1. Amravati-Narkhar	138 Kms.
2. Jogighopa-Guwahati	143 Kms.
3. Poddapalli-Nizamabad	117 Kms.

Categorisation of on-going Projects

17. As on 1.4.1993 the work was in progress on as many as 26 new-line projects. For all these projects the Committee wanted to know the details of categorisation as per the National Transport Policy guidelines. The Ministry of Railways have furnished the information as under:—

Sl. No.	Name of project	Length (Kms.)	Classification
1.	Mathura-Alwar	120	Missing link
2.	Satna-Rewa	50	Developmental
3.	Guna-Etawah	348	Missing link
4.	Panvel-Karjat (land acqn for new BG line)	15	Missing work
5.	Amravati-Narkher	138	Developmental
6.	Lakshmikantapur-Namkhana	47	Developmental
7.	Nangal Dam-Talwara and taking over siding Talwara-Mukerian	84 29	Developmental
8.	Jammu Tawi-Udhampur	56	Developmental
9.	Beas-Goindwal	27	Project Oriented
10.	Rampur-New Haldwani	87	Missing link
11.	Katra-Faizabad	7	Missing link
12.	Bagha-Chhitauni	28	Missing link
13.	Jogighopa-Guwahati and rail-cum-road bridge at Jogighopa	142	Developmental
14.	Eklakhi-Balurghat with Extension from Eklakhi to Malda Town.	87	Developmental
15.	Migrendisa-Dittockcherra	24	Operational
16.	Dudhnoi-Depa	17	Developmental
17.	Chitradurg-Rayadurg	100	Project Oriented
18.	Peddapalli-Nizamabad	117	Developmental
19.	Howrah-Amta Including Bargachia-Champadanga	74	Developmental
20.	Daitari-Banspani	147	Project Oriented
21.	Koraput-Rayagada	164	Project Oriented
22.	Talcher-Sambalpur	172	Project Oriented
23.	Tamluk-Digha	87	Developmental
24.	Lanjigarh Road-Junagarh	54	Project Oriented
25.	Kapadvanj-Modasa	60	Developmental
26.	Godhra-Indore and Dewas-Maksi	316	Developmental

New Line Projects sanctioned but not yet taken up or frozen

18. During 1974-90, four new line projects were sanctioned and before much progress could be made these were frozen for various reasons. Details of such projects alongwith the reasons for their being frozen are given below:

Scription	Year of Sanc.	Proj. Length (Kms.)	Length compl. upto 31.3.93 (kms)	Target for 93-94	Throw forward beyond 93-94 (Rs. cr)	Estm. Cost (Rs. cr)	Outlay 93-94 (Rs. cr)	Exp. Upto 92-93 (Rs. cr)	Throw forward beyond 94-95	%age progress	Remarks
Howrah-Amta Incl. Bargachia-Champadanga branch (North East frontier Railway)	1974-75	74	24	0	50	31.43	20.54	0.00	9.89	51	Frozen due to low operational priority
Kapadvanj-Modsa (Western Railway)	1978-79	60	0	0	60	30.00	7.38	0.00	22.61	30	Frozen due to low operational priority and constraint of resources.
Nangal Dam-Talwara (Northern Railway)	1982-83	84	17	0	67	150.00	26.10	0.00	123.90	22	17 Kms. Nangal Dam-Una opened. Frozen due to State Government resiling from its earlier stand to give free land.
Eklakhi-Balurghat (North East Frontier Railway)	1983-84	87	0	0	87	47.18	2.97	0.00	43.21	03	Frozen due to low operational priority and constraints of resources.

19. All the above four projects had been initiated before 1983-84 involving a total investment of Rs. 258.61 crores. The Committee have been informed that in majority of cases the projects have mainly been frozen due to low operational priority and constraints of resources. Notably, an investment to the tune of Rs. 56.99 crores has already been made in these frozen projects. Howrah-Amta project was frozen after 51% progress in the work. Kapadvanj-Modasa project was frozen after 30% progress in the work. In respect of Nangal Dam -Talwara, the progress of work was 22% when it was frozen due to State Government resiling from its stand to give free land. Eklakhi-Balurghat project was frozen at the initial stage after 03% progress in the work.

20. When asked to explain the term 'frozen' with particular reference to the new-line projects, the witness stated during the evidence:

> "There are certain lines which come under low priority operation-wise and for which we are not able to provide funds are categorised as 'frozen' lines."

21. As regards the details of reasons for freezing the above new-line projects the Ministry of Railways have given following explanation in their written note:

(a) Howrah-Amta-Champadanga Project :

This project was sanctioned in 1974-75 as a replacement of Martin Light Railway which had to be closed down due to continuous operating losses. The rate of return of this project is 5.63% which is well below the cut-off rate of 14%. In view of the low rate of return and the fact that this line would not help in any operational improvements in the system, this work has been frozen.

(b) Kapadvanj-Modasa Project:

This project was sanctioned in 1978-79 and the work was frozen in 1980 due to resource crunch. This line is a spur line which will not facilitate any through operations and even the traffic potential is not very promising, the rate of return as per the survey report being only 2.8%. In view of this the work on this line has been frozen and will be considered for revival once the fund position improves.

(c) Nangal Dam — Talwara Project:

The State Government changed its earlier stand to give free land for the construction of this line. For want of land, the work on the project had to be frozen.

(d) Eklakhi — Balurghat Project:

This project was sanctioned in 1982 on considerations of development of backward areas. The rate of return of this project is only (−) 5.91% and the line would be an uneconomic one from the date of commissioning itself. An amount of Rs. 2.97 crore was spent on this project on earth

work between Eklakhi and Gazole. It has not been found possible to provide any funds to this work since 1986-87 and the work can be resumed only if the resource position improves or if some industrial development of a nature which would generate substantial freight traffic takes place which would make the line remunerative.

22. Explaining the position further the Ministry of Railways have stated:

> "With the worsening of the resource position, prioritisation had to be done to take up and complete those works which were remunerative, operationally required, and those nearing completion, so that the fruits of the investment could be available to the nation. In this prioritisation among all the sanctioned projects these works could not qualify for a higher priority on account of their low ROR, no contribution to operational improvements etc. and, therefore, had to be frozen. If all the projects were to be provided with funds, it would be a case of spreading the butter too thin and would delay the completion of all the projects leading to substantial time and cost over-runs."

23. In reply to a specific question as to how and by whom the operational viability of the projects is decided, the Member (Engineering), Railway Board stated in evidence:

> "This is done by the Railway Board before the Budget is framed. For this, we have a works review meeting with all the Railways and there the progress of each and every work is reviewed. Thereafter, an overall view is taken in the Board Office and the money earmarking is then done in the Budget papers."

23A. The information received from the Ministry of Railways also indicates that in addition to the four frozen projects, there have been seven more new-line projects sanctioned during 1978-90 in respect of which percentage progress of work has been rather slow as is clear from the details in Annexure-I.

New line projects frozen immediately after sanctioning

24. In 1992-93 two more new lines, namely, Dudhnoi-Depa (length 17 Kms.) and Migrendisa-Dittockcherra (length 21 Kms.) were sanctioned involving the project cost of Rs. 20.17 crore and Rs. 132.50 crore respectively. These new projects were frozen in the same year.

25. Asked why the operational priority of some lines suddenly changed, the witness stated during the evidence:

> "It is also the fact that we have a large basket of already sanctioned works as compared to the allotment which we get every year."

He further elaborated:

> "As far as the basket is concerned, we have no option but to priorities the allotment of funds to various projects. This is done

purely keeping in mind what projects would operationally benefit us. In that priority we try to allot the money."

26. Asked whether the decision regarding freezing of a new line project taken at ministerial level or at the Board level, the witness stated:

"It is decided at the Board level after conducting a review regarding the progress on the projects and the availability of funds for that year."

Remunerativeness of new railway lines and their dividend liability

27. The criterion for considering a new line remunerative is that it should yield a rate of return of 14% on the capital invested. According to the Ministry of Railways this criterion is valid from 1993-94. Prior to this over the years, the criterion has been revised from 6% to 14% as under:

Upto 1970-71	—	6.75%
Upto 1990-91	—	10.00%
Upto 1992-93	—	12.00%
1993-94 onwards	—	14.00%

28. The Committee wanted to know as to why the rate of return has been raised to 14%. In this regard the Ministry of Railways have stated in their written note that the decision to revise the ROR on investments from 12% to 14% from the financial year 1993-94 was taken in view of the following reasons:

(a) A reduced Railway's Plan size coupled with the increase in costs as a result of de-regulation of steel and procurement of foreign exchange at market rate, made it incumbent to take up only those works which are highly remunerative.

(b) With the decline in the budgetary support, money was being raised from the market through 9% tax-free Railway Bonds (Recently the money was raised at 16% through taxable bonds). On the money so raised, the Railways pay leasing charges of 14.5% to IRFC. These are also likely to go up consequent to increase in interest rate on IRFC bonds as against the existing dividend rate of 7%. The existing leasing charges may also have to be revised upwards because, of late, heavy management fee had to be paid to financial institutions though which the money was raised and also there is a problem about levy of sales tax on the transactions entered into the IRFC.

(c) The net effect of the above is an upward swing in weighted average rate of interest on Capital.

(d) The Ministry of Finance were pressing for an increase in the rate of dividend at the time (the rate was eventually raised to 7%).

29. The Committee have been informed that dividend liability of the Railways is there on the entire capital invested on new lines except strategic lines and lines in the N.F. Railway. The Jammu-Udhampur

project which has been declared as a national project is also exempt from payment of dividend.

30. Out of 44 new railway lines constructed after 1977-78, only 7 lines are remunerative having the actual rate of return on capital investment more than the minimum fixed. In other words most of the new railway lines constructed after 1977-78 do not fulfil their dividend liability.

31. When asked why are the projects giving negative return approved, the witness stated:

> "These are all approved by the Planning Commission. Railways carry a social burden."

Uneconomic Lines

32. The lines which are yielding less than the expected return on the basis of which they were sanctioned are classified as 'uneconomic'. The Ministry of Railways in their written note have stated that lines, namely, Dewa-vasai Road, Shahdara-Saharanpur, Hassan-Mangalore, Ernakulam-Alleppey, Jankhapara-Daitari and Tupkadih-Talgaria are uneconomic lines. The reasons for these lines becoming uneconomic are stated to be— (i) failure of the projected traffic to materialise which could in turn be due to the law and order situation, (ii) the projected industrial development not having taken place; and (iii) development of shorter alternative roads in the area resulting in such traffic moving by roads.

Allocation of Funds for New Railway Lines

33. Allocation of funds for the construction of new lines is made in every Five Year Plans which depends upon the approval of the Planning Commission. As regards annual allocation is concerned, provisions are made in the Annual Budget every year depending upon the availabity of funds.

34. The Ministry of Railways informed that in the Eighth Five Year Plan, the Planning Commission was requested to allocate Rs. 2940 crore for new-line projects to enable completion of on-going projects in a time-bound manner, but a total amount of only Rs. 900 crore was made available by the Planning Commission. However, the amount is released annually and adjusted in the course of the years.

35. In this context during the course of evidence the witness stated:

> "For new lines, we generally depend upon the Planning Commission to provide hundred per cent budgetary support. Therefore, according to what funds they (Planning Commission) give, we progress the work."

36. In the Annual Budget of 1993-94 a provision of Rs. 188.41 crores was initially made for the construction of new lines. But the Ministry of Railways subsequently stated that due to resource constraints it has been decided to effect a cut of Rs. 15 crores in the plan expenditure in so far as

the new lines are concerned. It was informed by the witness during the course of evidence that this was done due to reduction in plan size including the effect of having to give Rs. 51 crores to the Konkan Railway Corporation.

37. When asked about the availability of funds for completion of the projects sanctioned with the approval of Planning Commission, the witness stated:

> ".... The actual cost of the projects which have been sanctioned is far in excess of what we are able to complete in a reasonable time."
>
> Elaborating this further in the evidence he stated:
>
> "For example, presently the cost of unfinished work is in the range of Rs. 1700-1800 crore whereas out annual allotment is in the region of Rs. 200 crores. That itself shows that the ratio is 1:9. If inflation is also taken into account, the position perhaps becomes still worse. Therefore, allotment of funds is definitely what we would like to have for quicker completion of projects."

38. The Committee wanted to know how much amount will be required at the present price level to complete all the projects. In this regard the witness informed the Committee that they may require about Rs. 1700 crore to complete all the projects in hand.

39. The committee wanted to know the allocation of funds for different on-going new-line projects. The Ministry of Railways informed that presently there are 26 on-going new-line projects including the three new projects taken up in 1993-94. For the year 1993-94 a provision of Rs. 188.41 crores has been made for the construction of new lines. The actual distribution of Rs. 188.41 crores allotted to new-line works at the beginning of the year 1993-94 among 26 projects, the reappropriation made from these allocations during the year and the target date for completion of these projects is as under:

Sl. No.	Name of Project	Length (Kms.)	Allotment made on 1.4.93 (Rupees in Crores)	Reapp. during the year	Revised Alloca-tion	Target Date
1	2	3	4	5	6	7
1.	Mathura-Alwar	120	18.00	+6.50	24.50	31.3.1994
2.	Satna-Rewa	50	3.00	—	3.00	Financial adjustments only. Line opened on 18.2.93.
3.	Guna-Etawah	348	10.00	−2.00	8.00	IX Plan
4.	Panvel-Karjat -	15	1.00	—	1.00	Land acqn. (Land acqn. for new BG line)

1	2	3	4	5	6	7
5.	Amravati-Narkher	138	2.00	−1.50	0.50	IX Plan
6.	Lakshmikantapur-Namkhana	47	7.00	−0.57	6.43	1994-95
7.	Nangal Dam-Talwara and taking over siding Talwara-Mukerian	84+29	0.0001	—	0.0001	Frozen
8.	Jammu-Udhampur	56	10.-00	—	10.00	1996-97
9.	Beas-Goindwal	27	3.00	+0.50	3.50	1994-95
10.	Rampur-New Haldwani	87	8.00	—	8.00	1993-94
11.	Katra-Faizabad	7	—	—	—	
12.	Bagha-Chhitauni	28	25.00	—	25.00	Restoration 1995-96
13.	Jogighopa-Guwahati and rail-cum-road bridge at Jogighopa	142	17.00	+2.00	19.00	1996-97
14.	Eklakhi-Balurghat with extension from Eklakhi to Malda Town	87	1.00	−1.00	0.00	Not yet fixed
15.	Migrendisa-Dittockcherra	24	1.00	−1.00	—	Not yet fixed
16.	Dudhnoi-Depa	17	1.00	−1.00	0.00	Not yet fixed
17.	Chitradurg-Rayadurg	100	6.02	—	6.02	1993-94
18.	Peddapalli-Nizamabad	117	1.00	−0.50	0.50	IX Plan
19.	Howrah-Amta incl. Bargachia-Champadanga	74	1.00	−1.00	—	Frozen
20.	Daitari-Banspani	147	25.00	−15.50	9.50	1996-97
21.	Koraput-Rayagada	164	26.11	−1.00	25.11	1994-95
22.	Talcher-Sambalpur	172	30.00	−4.00	26.00	1995-96
23.	Tamluk-Digha	87	1.00	—	1.00	IX Plan
24.	Lanjigarh Road-Junagarh	54	1.00	−0.50	0.50	1996-97
25.	Kapadvanj-Modasa	60	—	—	—	Frozen
26.	Godhra-Indore and Dewas-Maksi.	316	1.00	—	1.00	IX Plan

40. The Committee wanted to know on what basis the allocations were revised for the year 1993-94. Replying to a query in this regard the witness stated:

> "I would like to submit here that each year when the Budget is presented there is an earmarking of funds for various projects and that is a part of the Budget Document which is presented alongwith the Budget. As I had mentioned, earlier, we have basically three reviews done in a year. When the progress of various projects is reviewed, availability of funds is reviewed, in certain cases we are not able to progress on account of considera-

tion of factors beyond our control. Depending upon all those considerations, which projects can be completed and which can be of used of the system by increasing operational efficiency, etc. are taken into consideration while deciding the revised allocation."

41. During the course of evidence the Committee wanted to know whether at any point of time the Railway Board has approached the Planning Commission to get more allocation in order to complete all the pending proposals. In reply the witness stated:

"In fact, for projects which are of larger nature, even the Ministry of Programme Implementation is also monitoring and we have been approaching the Planning Commission for larger funds. But, over a period of time, the allotment for new lines which are in the range of 75 per cent of the budgetary support, has come down very substantially. Therefore, our request to the Planning Commission is always there for the projects which are of mega nature. But real situation remains that the allotment of funds is much less than what we should do to complete the projects in time..... The real life situation is that the allotment of funds is inadequate."

42. In regard to plan allocation, the witness informed the Committee during the evidence that "the Plan support (from Planning Commission) which was to the extent of 75% in the Fifth Plan has come down to as low as 14% this year (1993-94)". The witness further stated:

"Only yesterday we had a meeting with the Planning Commission for finalising the next year's plan and the picture remains as bleak as ever."

COST ESCALATION IN RESPECT OF NEW RAILWAY LINE PROJECTS INITIATED/COMMISSIONED SINCE 1977-78

43. The Committee were informed that since 1977-78 as many as 45 new-line projects were initiated. Year-wise details regarding length of line, original cost, revised cost and date of commissioning/target date for completion as furnished by the Ministry of Railways are given in the Annexure II.

44. Asked to state the reasons for steep and disproportionate cost escalations in respect of many of the projects, the representative of the Ministry of Railways stated during the evidence:

"The escalation in cost of a project varies from project to project. Basically one escalation in the cost is due to time over-run and in certain other cases even the scope of the work gets slightly modified on account of changes required in the project. These are basically the two factors."

Elaborating further in regard to the cost of a new project, the representative of the Ministry of Railways stated:

> "As regards cost of a new line, the cost can vary very substantially from one place to another depending upon the type of line and the amount of project involved and the particular type of track we are going to provide. For example, on Talcher-Sambalpur route, it is going to carry heavy loads of coal and heavy locomotives will be travelling on this route. Naturally the track on this route will be heavier and costlier than that of Tamluk-Digha route."

45. With regard to a particular new line, namely, Godhra-Indore and Dewas-Makse (two parts) the witness informed the Committee during evidence that at the time of preliminary survey in 1987-88, the cost of this new line project was Rs. 297 crores and at that cost only the project was sanctioned. But when the final location survey report was received from the Western Railways, the cost of this project was indicated as Rs. 600 crores. The witness also informed the Committee that in the case of this project the return which was earlier indicated as 12% is now indicated as negative. When asked to explain the reasons for such a heavy cost escalation, the witness, Member (Engineering), stated:

> "It was earlier thought of that the line could have been completed with second hand material. But as very heavy traffic is going on this line, that is why I have to have a correspondingly heavier type of track structure. So, the cost comes to Rs. 2 crores per Km."

46. The Ministry of Railways have further stated in a written note that there have also been steep cost escalations in respect of three projects, namely, Mankhurd-Belapur rail line project, project for additional pair of lines between Bandra and Andheri and Madras Beach-Luz RTS Project. Details of cost escalation alongwith the reasons therefor are given below:

Name of Project*	Original Cost Estimates (Rs. in crore)	Present Estimated cost (Rs. in crore)	Cost Escalation (Rs. in crore)	Reasons
1. Mankhurd-Belapur rail line project	125.00 (1984-85 price level)	435.00	310.00	(i) fund constraints (ii) delay in civil works (iii) non-removal of encroachments by State Government (iv) normal price rise
2. Project for additional pair of lines between BAndra and Andheri	46.61 (1980-81 price level)	97.15	50.54	(i) fund constraints (ii) normal price rise
3. Madras Beach-Luz RTS project	53.46 (1980-81 price level)	188.00	134.54	(i) fund constraints (ii) land acquisition (iii) normal price rise

* All the projects are targetted for completion by 1996-97.

New Line Projects initiated in 1993-94

47. When asked about the new-line projects initiated in the 1993-94, the witness informed the Committee during the course of evidence that three new line projects, namely, Amravati-Narked, Peddapalli-Karimnagar-Nizamabad and Nanjigad Road-Junagad were included in the 1993-94 Budget, but the physical work has not commended in any of these projects. When asked to explain the reasons for not starting the work so far, the witness stated:

> "In the first year of the inclusion of the project generally the progress is very less because after we take a decision to construct a line we take up final location survey. That takes time. After that, land is acquired and thereafter only the real construction work follows. I would like to submit that as far as these three projects are concerned, in most of the cases the survey is in progress this year. In some cases the land acquisition proceedings have also been initiated. So, the physical work in that sense has not commenced in any of these projects. That holds good for all projects in their first year of the sanction."

Investment on New Lines During the Last Three Years

48. Construction of new railway lines is one of the items under Plan Head. As per the explanatory Memorandum on the Railway Budget 1993-94, an amount of Rs. 254.21 crores was actually invested on new lines during 1991-92. As regards the achievement of targets during 1991-92 is concerned, only 192 route Kms. new lines could be constructed against the target of 242 route Kms.

49. For the year 1992-93, initially a provision of Rs. 186.04 crore was made which was later revised to Rs. 226.04 crores for the construction of 319 route Kms. of new lines.

50. The Annual Budget 1993-94 provided for an investment of Rs. 188.41 crores for the construction of 269 route Kms. of new railway lines.

Monitoring of the Work

51. When asked whether any monitoring is done by the Railway Board in regard to the progress of work on new-line projects, the witness informed the Committee during the evidence that the Ministry of Railways (Railway Board) review the progress of work in respect of new-line projects three times in a year, *i.e.*, first review in June-July, second review in November and third review in February. The witness further stated:

> "Every month in the Board's office we get a progress report for each project."

Demand for Construction of New Railway Lines

52. The Committee wanted to know as to how many demands, for the construction of new railway lines in different parts of the country are under consideration of the Ministry of Railways. In this context, the Ministry of Railways furnished the following data in respect of all the zonal Railways.

(No. of Lines)

Railways	No. of demands received	Route Kms.	Approx. cost (in crore)	Surveyed	Survey in progress	Not Surveyed
Central	5	1514	2104	3	2	—
Eastern	7	560	1327	6	1	—
Northern	10	862	955	6	—	4
North Eastern	3	274	274	3	—	—
North-East Frontier	6	587	2865	3	3	—
Southern	1	67	67	—	1	—
South-Central	8	1034	1451	6	2	—
South-Eastern	7	1469	2008	7	—	—
Western	8	1254	1380	5	2	1
	55	7621	12431	39	11	5

In respect of the approximate cost involved in the new lines demanded above, the Ministry of Railways have stated that the cost is at 1991-92 prices and the present day cost would be approximately Rs. 14938 crores.

Observations and Recommendations

53. The Committee note that two high powered Committees, *viz.* National Transport Policy Committee and Railway Reforms Committee have recommended for a clear-cut policy for the construction of new railway lines in the country. With a view to ensuring deployment of scarce funds prudently for the balanced socio-economic development of the country, they have suggested the order of priorities in which the works on new railway lines may be sanctioned and taken up. As per their suggestions the project-oriented lines should be accorded highest priority, second priority should be given for the lines to serve as missing-links, strategic lines should have third priority and the fourth priority be given to the developmental lines. This order of priority has been agreed to by the Ministry of Railways (Railway Board) which form the basis of their policy in regard to opening of new railway lines in the country.

54. Having examined the performance of Railways in the field of

construction of new railway lines as a measure to expand the network capacity, the Committee find that since 1977-78 a total of 46 new railway lines (which include 9 project-oriented lines, 4 lines to serve missing-links, one strategic line and 22 developmental lines) have been constructed and opened for traffic. The Committee feel that the prioritisation of lines as recommended by the NTPC and RRC has not been followed in letter and spirit. The Committee cannot appreciate the lackadaisical attitude of the Ministry of Railways (Railway Board) in implementing the recommendations of high powered Committees like NTPC and RRC.

56. The Committee's examination has revealed that two important project-oriented lines, namely, Talcher-Sambalpur (172 route Kms.) and Koraput-Rayagada (164 route Kms.) which were sanctioned in the years 1984-85 and 1981-82 respectively have not been completed by the original target date, namely, 31.3.93 and 31.3.91, respectively resulting in heavy cost escalation. The reasons for time over-runs as given by the Ministry of Railways are hardly convincing in nature as the Committee do not see much logic behind them. The Committee can only emphasise that both the new-line projects should be completed without any further delay. They also desire that all the project oriented lines to be completed on priority basis.

Chitradug-Rayadurg a project-oriented line which as per the latest schedule is required to be completed by 1993-94 but only 65% work has been completed at the last quarter of the year 1993-94. The Committee fail to understand how the remaining 35% work would be completed by the target date. They would like the Government to ensure that this project does not suffer further from time-over run and cost over-run.

57. The Committee have been informed that presently there are 26 on-going new line projects at different stages of their completion. Out of 26 on-going new-line projects, six are project-oriented, six are under missing links, and 13 are developmental and one is operational. This is not in consonance with the scheme of priority recommended by NTPC and RRC. The Committee cannot but express their displeasure over the lack of planning on the part of the Ministry of Railways (Railway Board) and recommend that policy guidelines once approved and adopted should be strictly followed. Arbitrariness and ad-hocism in the decision-making process is bound to lead to uneconomic and unproductive results.

58. The Committee are constrained to note that four developmental new-line projects, namely, Howrah-Amta, Kapadvanj-Modasa, Nagal -Dam-Talwara and Eklakhi-Balurghat have been frozen after spending crores of rupees. An investment to the tune of Rs. 56.99 crores has been sunk without returns. Freezing the projects half-way has resulted in blockage of scarce capital resources.

Surprisingly, two projects, namely, Dudhnoi-Depa and Migrendisa-Dittockcherra were sanctioned in 1992-93 involving the project cost of Rs. 20.17 crores and Rs. 132.50 crores respectively but frozen just in the

very first year of their implementation. The Committee note that in majority of cases the projects were frozen due to low operational priority and constraints of resources. They fail to understand how the sanctioned projects are suddenly frozen on the pretext of low operational priority. In their opinion the priority of any projects involving capital investment should be determined at the time of sanction and accordingly the availability of funds should be ensured.

The Committee note that the projects are sanctioned by the Planning Commission after taking into account a large number of factors including social benefits accruing to the people of the area despite their non-viability in terms of rate of returns. However, the Railway Board arbitrarily decides to keep those important projects pending after categorising them as low priority projects having little utility. The Committee fail to appreciate the attitude of the Railways.

58. The Committee feel that either the operational viability in respect of all the above frozen projects has not been properly examined before according sanction or the Railways showed arbitrariness in regard to changing the operational priority of these projects at the later stage. It is not a healthy and commercially prudent practice, because the money spent on these projects has not only been blocked giving no return but also affected adversely the resource availability for various other viable and important projects.

59. The Committee have been informed that the decision regarding freezing of a sanctioned project is taken at the level of Railway Board after conducting review regarding the progress on the project and the availability of funds. The Committee express their displeasure over the manner the Railway Board has taken decision to freeze the projects in the past. It would be in the fitness of things if the feasibility of a project is examined from all possible angles before it is sanctioned. It is incumbent upon the Government (Railway Board) to ensure the availability of funds once the project is sanctioned. The Committee are amazed to note that Railway Board go on sanctioning new projects knowing fully well that many of the on-going projects are not going to be completed because of lack of resources. Railways present policy of sanctioning new projects keeping previous ones incomplete and frequent prioritisation of projects is not based on sound economic policy as this practice in most cases has led to cost-escalations and time over-runs. The Committee feel that there should be a well thoughtout policy and yardsticks in regard to slowing down or freezing of any new-line project especially when the work is already started. The Committee hardly need emphasise that once a line is sanctioned after its priority has been established, it should be completed in a time-bound manner.

60. The Committee's examination has revealed that in as many as ten new-line projects sanctioned during 1978-90, the percentage progress of

work has been rather slow ranging from 3% to 43%. Important projects are—Guna-Etawah (348 Kms.) Lakshmikantapur-Namkhana (47 Kms.) Nangal Dam Talwara (84 Km. frozen), Jammu Tawi-Udhampur (56 Km.) Beas-Goidwal (27 Km.) Eklakhi-Balurghat (87 Km.) Kapadavanj-Modasa (60 km. frozen) and Godhra-Indore and Dewas-Maksi (316 Kms.) The Committee note that all these are important projects from the locational stand point. The Committee hardly need to stress that work on all the frozen projects should be revived forthwith and a time-bound programme chalked out to complete the work on all projects.

61. The Committee note that the rate of return on capital investment in respect of new-line projects has been increased from 12.00% in 1992-93 to 14.00% in 1993-94. In this context the Committee would like to mention that Railways have a great social responsibility, as such there is need to evaluate social benefits accrued by the completion of these projects which economically appear less remunerative.

The Railway should not fail to discharge its social obligations.

62. The Committee are unhappy to note that six railway lines constructed after 1977-78, which are—Dewa-Vasai Road, Shahdara-Saharanpur, Hassan-Mangalore, Ernakulam-Alleppey, Jakapara-Daitari and Tupkadih-Talgaria have become uneconomic for they are yielding less than the expected return on the basis of which they were sanctioned. The Committee desire that the Railways administration should make concerned efforts to bring about operational improvements for fuller utilisation of these lines so as to improve their economics.

63. The Committee were informed that the Railways depend upon Planning Commission to generally provide hundred per cent budgetary support for the construction of new lines. The Committee note that against the proposed Rs. 2940 crore outlay, the Planning Commission approved only Rs. 900 crores for the construction of new railway lines during the Eighth Five Year Plan. The representative of the Ministry of Railways has brought to the notice of the Committee during evidence that the cost of the work in hand on new line projects is in the range of Rs 1700-1800 crores whereas the annual allotment is far less, *i.e.*, less than Rs. 200 crores. It was also brought to the notice of the Committee that plan support from the Planning Commission has drastically come down from 75% in Fifth Five Year Plan to 14% in the year 1993-94. Further, in the year 1993-94 due to resource constraints, the Ministry of Railways have decided to effect a cut of Rs. 15 crores in the Plan expenditure in so far as the construction of new lines is concerned. The Committee feel dismayed to learn that the railway lines which are the arteries of our economy have not got due share in the allocation of plan outlay. Keeping in view the present state of pending projects especially the resource constraints, the Committee recommend that the Ministry of Railways (Railway Board) and the Planning Commission should jointly review the progress of various new

line projects and their future requirements in its totality. Based on scientific analysis of such a review earmarking of funds should be made for the future annual as well as five year plans.

64. The Committee do not appreciate diversion of Rs. 15 crore from the on-going projects which are already suffering from fund constraints, to the projects like Konkan Railways.

65. The Committee note with concern that there are differences between the original costs and the revised costs in respect of many new line projects initiated after 1977-78. In some cases the revised cost has been double the original cost, in some cases it has been three times and in some other cases it has been as high as seven times. Frequent cost revision and cost escalation to this magnitude do not speak of sound economic and systematic planning. The Committee would like Railway to work in a more systematic and scientific manner.

66. The Committee were informed that the progress report for each project is received every month in the office of Railway Board and the progress of work on new-line projects is reviewed three times in a year, *i.e.*, first review in June-July, second in November and third in February. The Committee desire that there should be a separate monitoring cell in the Railway Board to exclusively deal with the progress of new-lines construction so that factors causing cost/time over-runs could be timely identified and suitable measures taken to rectify them. Review of projects should not be used as tool for frequent change of priority and diversification of funds.

67. The Committee note that at present there are as many as 55 demands from different parts of the country for the construction of a total of 7621 route kms. railway lines which involves an approximate cost of Rs. 12431 crores. Of these 55 demanded-lines, 39 have been surveyed. Work of survey is in progress on 11 lines and 5 lines are yet to be surveyed. The Committee would like the Government to prioritise the demands keeping in view their socio-economic viability and utility to the railway network and chalk-out a plan for taking them up to complete in a time bound manner.

ANNEXURE I

	Name of New line Project and route length	Year of Sanction	Esti-mated Cost (Rs. in crore)	Expen-diture up to 1992-93 (Rs. in cr.)	Outlay 1993-94 (revised)	%age progress (as on 31.3.93)	Target	Remarks
1.	Guna-Etawah (348 Kms.)	1985-86	256.00	87.64	8.00	42	IX Plan	—
2.	Lakshmikantapur-Namkhana (47 Kms.)	1987-88	39.00	28.36	6.43	35	1994-95	
3.	Jammu Tawi-Udhampur (56 Kms.)	1982-83	197.70	72.83	10.00	43	1996-97	Jammu Bajalta opened
4.	Beas-Goindwal (27 Kms.)	1989-90	16.60	4.55	3.50	5	1994-95	Tender under finalisation
5.	Talcher-Sambalpur (172 Kms.)	1984-85	220.00	56.20	26.00	26	1995-96	Talcher-Angul opened
6.	Tamluk-Digha (87 Kms.)	1984-85	73.71	19.16	1.00	16	IX Plan	
7.	Godhra-Indore and Dewas-Maksi (316 Kms.)	1989-90	267.14	13.45	1.00	31	IX Plan	

ANNEXURE II

Original and revised cost date of commissioning/target date for completion of new lines
Projects initiated after 1977-78

PLAN	YEAR	NAME OF PROJECT	LENGTH (Kms.)	COST (Rs. in Crores)		DATE OF COMMIS-SIONING	TARGET DATE FOR COMPLE-TION
				ORIGINAL	REVISED		
1	2	3	4	5	6	7	8
	1977-78	1. Kerala Road-Jayant	33	16.64	23.55	01.10.84	
		2. Bhadrachalam Road-Manuguru	49	8.20	19.50	29.09.83	
	1978-79	1. Apta-Roha	62	11.19	24.56	31.03.86	
		2. Kalyani Town-Kalyani Township	5	0.76	0.87	07.04.79	
		3. Kapadvanj-Modasa	60	5.38	30.00		
		4. Guwahati-Burpihat	28	8.20	——		The work was deleted at the request of State Government.
		5. Dharmanagar-Kumarghat	33	9.67	47.73	04.01.90	
		6 Balipara-Bhalukpong	33	4.70	16.68	05.01.90	
		7. Silchar-Jiribam	50	12.13	44.57	15.01 90	
		8. Amguri-Tuli	17	4.83	15.50	24.03.92	
		9. Lalabazar-Bhairabi	49	10.76	43.20	18.03.91	
	1979-80	1. Alleppey-Ernakulam	57	7.00	59.23	28.06.89	
		2. Manickgarh-Chandur	28	6.00	9.26	24.03.85	
		3. Talgaria-Tupkadih	32	6.84	18.11	12.02.87	

PLAN	YEAR	NAME OF PROJECT	LENGTH (Kms.)	COST (Rs. in Crores)		DATE OF COMMIS-SIONING	TARGET DATE FOR COMPLE-TION
				ORIGINAL	REVISED		
1	2	3	4	5	6	7	8
VI PLAN	1980-81	1. Motumari-Jaggayyapet	32	7.00	19.39	08.04.88	
		2. Kota-Chittorgarh-Neemuch	222	41.09	160.00	30.11.90	
	1981-82	1. Nangal dam-Telwara	84	33.49	150.00	27.10.89	Nangal dam-Una (16.44 kms.) completed on 27.10.89. Further work frozen.
		2. Jammu Tawi-Udhampur	56	50.00	197.70		31.03.97
		3. Karur-Dindigul Maniyachi-Tuticorin Tirunelveli	324	42.86	117.75	31.03.93	
		4. Chitradurg-Rayadurg	100	16.98	65.65		31.03.94
		5. Telapur-Patancheru	8	2.22	15.27		30.06.94
		6. Koraput-Rayagada	174	112.10	405.10		
		7. Bhuj-Naliya (MG)	110	22.00	35.92	31.03.88	
	1982-83	1. Bhatinda-Bye pass	8	2.96	5.29	00.03.92	
		2. Kalka-Parwanoo	4	1.60	—		
		3. Extension of Ernakulam-Alleppey to Kayankulam	43		53.57	21.11.92	

1	2	3	4	5	6	7	8
	1983-84	1. Mathura-Alwar	120	34.75	69.43		31.03.94
		2. Rail-cum-Road bridge across Brahmaputra at Jogighopa and New Railway Line from Jogighopa to Guwahati	143	117.34	427.00		31.03.97
		3. Eklakhi-Balurghat	91	36.38	47.18		Work frozen.
		4. Adilabad-Pimalkutti	21	4.79	26.20	30.12.91	
	1984-85	1. Talchar-Sambalpur	171	46.39	220.00		31.12.95
		2. Tamluk-Digha	87	43.72	73.71		31.12.97
VII PLAN	1985-86	1. Satna-Rewa	50	46.13	43.86	18.02.93	31.03.97
		2. Guna-Etawah via Gwalior	348	151.93	256.00		
	1986-87	NIL					
	1987-88	1. Lakshmikantapur-Namkhana	47	40.90	39.00		31.03.95
		2. Trichur-Guruvayur	24	16.67	25.40	30.03.93	
	1988-89	NIL					
	1989-90	1. Mangalore-Udupi	69			20.03.93	
		2. Godhra-Indore and Dewas-Maksi	316	297.14	297.14		Frozen work.
ANNUAL PLAN	1990-91	1. Udupi-Roha	768			30.03.95	
ANNUAL PLAN	1991-92	NIL					
VIII PLAN	1992-93	1. Panvel-Karjat (land acquisition)		5.50	5.50		31.03.95
		2. Dudhnoi-Depa	17	20.17	20.17		Frozen work.
		3. Migrendisa-Dittockcherra (Harangajao)	21	132.50	132.50		Frozen work.
	1993-94	1. Amravati-Narkher	138	120.90	120.90		IX Plan.
		2. Peddapalli-Karimnagar-Nizamabad	177	124.43	124.43		IX Plan.
		3. Lanjigarh Road-Junagarh	54	100.00	100.00		31.03.97